

Entertainment.

THEATRE ROYAL.

GRAND ORCHESTRAL CONCERT,

BY THE

BAND OF S.M.S. "HANSA,"

(By Permission of Rear-Admiral VON HOLTZENDORFF).

FRIDAY, 22nd April, at 9 P.M. sharp.

A SPECIALLY FINE PROGRAMME WILL BE PRESENTED.

Prices... \$2 Dress Circle and Stalls. \$1 Pit.

PLAN AT ROBINSON PIANO Co., Ltd.

Hongkong, 19th April, 1904.

[525]

Insurance.

NORTH GERMAN FIRE INSURANCE.
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 19th April, 1904.

[526]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

ON

WEDNESDAY,

the 27th April, 1904, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown

Company's, Kowloon,

A QUANTITY OF

DAMAGED CARGO,

EX S.S. "GLENFURTER."

TERMS:—As usual.

For full particulars, apply to

HUGHES & HOUGH,

Auctioneers.

Hongkong, 15th April, 1904.

[514]

For Sale.

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd April, 1904.

[31]

Intimations.

NOTICE.

WE have this day authorized Mr. I. W. C. BONNAR to sign the name of our firm in Hongkong and China, by procuration.

GIBB, LIVINGSTON & Co.

Hongkong, 22nd April, 1904.

[540]

FOR SALE.

GENUINE CARDIFF AND JAPAN COAL.

Apply to

RITCHIE & Co.,

39, Des Vaux Road.

Hongkong, 22nd April, 1904.

[539]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

WANTED.

THREE COMPOSITORS. Apply to—
"HONGKONG TELEGRAPH" CO.
Hongkong, 19th April, 1904.

AN APPEAL.

THE SUPERIORES OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Corsets, Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any FABRIC, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 19th April, 1904.

Intimations.



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out from Lyemun (Pak-sha-wan Battery), on the night of the 26th April, 1904, in the direction of the entrance to Junk Bay, at ranges from 600 to 2,000 yards, commencing about 7.15 P.M. and finishing about 9.30 P.M., if the range is clear.

If the weather is unfavourable, Practice will not take place.

By Command,

A. M. THOMSON,

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 19th April, 1904.

[526]

THE CHINA AND JAPAN TELEPHONE

AND ELECTRIC COMPANY,

LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS:—7, ICE HOUSE ROAD,

W. STUART HARRISON,

AMICE,

Manager.

Hongkong, 19th April, 1904.

COMMERCIAL.

WEEKLY SHARE REPORT.

Under date the 22nd April, Messrs. Benjamin, Kelly and Potts report as follows:—

Another brisk week has to be recorded, transactions having been on a larger scale than for some time past, and the changes in most instances being in favour of holders. The general tone of the market is distinctly healthy and most stocks close firm at quotations with an upward tendency.

Banks.—Hongkong and Shanghai Banks have continued to appreciate in value and as high as \$95 1/2 have been paid for shares. The London rate is up to £64. Nationals have been hooked at \$36 and more shares are wanted.

Marine Insurance.—Unions have still further improved and sales at \$10 and \$15 have been made, the market closing with buyers at \$20. China Traders have been done at \$59 at which latter rate there are further buyers. Cantons have advanced from \$17 1/2 to \$18 1/2 with sales at intermediate rates and close in further request at the higher figure. North Chinas are quiet at Tls. 67 1/2. Yangtszes having paid their dividend of \$12 per share to-day in Shanghai, we make our quotation \$12 1/2 buyers.

Fire Insurance.—Hongkong Fires have gone up to \$20 and are in demand at the rate. China Fires have been done in small lots at \$83 and \$84.

Shipping.—Hongkong, Canton and Macao Steamboats have inquiries at \$19. Indo-Chinas have ruled firmer with sales at \$95. At the close shares are offering at \$96. China and Manilas are still in the market, at \$14. Douglas Steamships have risen to \$36 and are in demand. Star Lines have improved to \$32 for the old and \$30 for the new shares. Shell Transports are inquired for at 2 1/2. Shanghai Tugs have changed hands at Tls. 47 and Tls. 46 for the 'ordinary' and 'preference' shares respectively.

Refineries.—China Sugars have been in strong request and have improved rapidly to \$128 after sales at various prices. Luzons are without business at \$10. Further sales of Perak Sugars are reported at Tls. 50.

Mining.—We have heard of no business. Chinese Engineers have declined to Tls. 5 1/2, but close with buyers at the rate.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are inquired for at the advanced rate of \$208. Farnhams have receded to Tls. 14 1/2 at which price, however, shares can be placed. A strong demand for Kowloon Wharfs has sent the rate up to \$100 and at this figure buyers predominate. Hongkong Wharfs have recovered slightly and shares are wanted at Tls. 15 1/2. New Amoy Docks are offering at \$34.

Lands, Hotels and Buildings.—Hongkong Lands have changed hands at the further enhanced rate of \$148, and more shares are inquired for. Shanghai Lands have been disposed of at Tls. 108. There are buyers of West Points at \$32. Kowloon Lands remain on offer at \$35. Hongkong Hotels are quiet at \$132. Astor House Hotels are reported sold in Shanghai at \$35, and Hotel des Colonies have again been done at Tls. 15. Humphreys' Estate can be placed at \$104.

Cotton Mills.—There is no local business to report, and the following quotations are taken from the latest Shanghai circulars.—Ewos, Tls. 31 sellers; Internationals, Tls. 25 sales; Laou-Kung-Mow, Tls. 32 sellers; and Soychees, Tls. 170 sellers. Hongkong Cottons remain quiet at \$14.

Cigar Companies.—Sumatras have boomed to Tls. 5 1/2 and are in demand.

Miscellaneous.—Green Island Cements have inquiries at \$24. China-Bornes are wanted at \$84. A. S. Watsons and Electric Optician have hardened and are asked for at \$13. Hall and Holtz have been sold in the North at \$30. William Powells have buyers at \$94. Langkats, according to latest telegraphic advices from Shanghai, are unchanged at the previous week's quotation of Tls. 29 1/2.

YARN MARKET.

In their report, dated 22nd instant, Messrs. Cavasjee, Pallanjee & Co. write:—Since the issue of our last circular dated the 8th instant, our yarn market during the interval ruled firm. Although an advance of \$1 to \$2 per bale in almost all the counts is to be noticed, the volume of business done has been very small and speculative feeling has almost subsided. This may be accounted for the absence of many of the Chinese dealers in their native towns on account of the present ancestral tomb-worshipping holidays, and in the absence of encouraging news from the interior where higher rates are difficult to procure. Importers on the other hand, in face of the weak and unsteady rate of Exchange, combined with the strong yarn market at Bombay, have had to preserve a strong attitude, but the Chinese dealers having in their hands a fair quantity of their previous cheap purchases are supplying the wants of the merchants in the

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Antimations.



WATSON'S TOILET PREPARATIONS

WATSON'S GLYCERINE AND CAR-

BOLIC SOAPS effect a saving of 50%,

owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolie Soap is the best thing of its kind in the market.

WATSON'S TAI YEUK FONG HAIR

WASH prepared from a recipe of the late

Dr. Ayres, continues to give much satisfaction to those who use it.

WATSON'S ORIENTAL DENTIF-

FRICE. In the early days of the Colony the

public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904.

TELEPHONE NO. 16.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO., 祥利廣 17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.

COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN

Hongkong, 8th January, 1904.

THE PHARMACY, FLETCHER & Co.,

藥房 14, QUEEN'S ROAD CENTRAL, 法中
Hongkong.

FOR DIARRHŒA, CHOLERA AND BOWEL COMPLAINTS SUFFERERS

should procure a Bottle of

GRIMAULT'S BISMUTH CREAM.

Two Doses invariably check the most
severe cases and give immediate relief from
pain.

PRICE PER BOTTLE \$2.75.

A. STEVENSON,

Chemist.

Registered by the Pharmaceutical Society.

Hongkong, 19th April, 1904.

NOTICE

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

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accessible to messenger. (In copies sent by post an
additional \$1.80 per quarter is charged for postage.)

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world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty
five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 23, 1904.

THE OPINIONS OF A DIPLOMAT.

It is not necessary to insist on the extreme importance of the statements made by Mr. Kurino, the former Japanese Ambassador in St. Petersburg, to our representative, an account of whose interview with this statesman appears elsewhere in these columns. Though information vouchsafed by a diplomat must necessarily be of a reserved character, yet the fact that the details gathered come from the gentleman who, for months past in St. Petersburg, has been the mouthpiece of the Mikado's Ministers, the representative of Japan's threatened interests, adds immense weight to his appreciations of the political situation in the court and country of the Great White Tsar. Mr. Kurino, during his stay in Russia, had at his disposal unique means of obtaining intelligence; therefore, his declarations with regard to the much discussed military value of the Trans-Siberian Railway is of the highest importance. But the crux of interest is reached in his reflections on the psychological aspect of the struggle, and the impossibility which exists of either of the opponents striking at the heart of the other and thus terminating the conflict. Japan may capture Port Arthur and Vladivostok and drive the Muscovite armies back to their own territory, but she cannot march her hosts to the capital of her enemy and dictate her demands to a captive executive. This is out of the question. Russia's fleet is now practically *non est* as a fighting machine; Japan's is stronger than at the opening of the struggle: she is undisputed mistress of the sea and is likely to remain so. Though the troops of the Mikado may perhaps be driven from Korea and forced to retreat to their island base, the Muscovite will never be able to attack Japan on her own ground. As the Minister says, the war will be a very long one, but how will it be ended? Neither nation can continue indefinitely to hurl their forces against each other in a war of exhaustion, of extermination. Perhaps the other Powers will step in to end the struggle; but intervention is fraught with great danger of a general conflagration. Time, and the unexpected, which always happens, will alone answer the momentous question.

THE WEARING OF THE ROSE.

Once again the wheel of time brings us round to St. George's Day, which should be everywhere, among Englishmen, the occasion for the expression of the purest sentiments of loyalty and devotion to the old country we all equally love. One of the most remarkable and, at the same time, one of the most admirable traits of the English character is the devotion it always displays for its native land. No matter to what corner of the globe an Englishman goes into exile he always feels proud of his nationality, and when this, his festal day, arrives it is usually celebrated by him and his brothers in an occasion that binds all hearts together. In fact, most nations have some day in the year which has its emblem and on which it delights to honour its heroes. Ireland has her St. Patrick and shamrock, Scotland St. Andrew and the thistle, little Wales her St. David and the leek, and "Merrie England" St. George and the rose. To-day is the 1,601st anniversary of the death of our patron

saint who suffered martyrdom on April 23rd, 303, and, as such, Englishmen in Hongkong should observe the occasion in some similar manner to our friends from 'ayont the Tweed' who set apart the 30th November in 'pious memory' of their hero. The joys of bye-gone St. Andrew's days in the Colony will live long in the memories of Scotsmen and their descendants who have been present at them. Is it due to our English conservatism that we are keeping aloof from our brethren in the Colony, and so neglect the day of our patron saint, and fail to gather together the members of our brotherhood, who have travelled so far from home to be established in one of the distant links of Empire? Surely not! We remember our worthy Chief Justice, when presiding at a meeting of Englishmen last year, representing the difficulties there were in the matter of ways and means to celebrate St. George's Day in Hongkong in a manner worthy the great race. But surely in a Colony such as this, where loyalty is so patent and is in evidence on every hand, it is but poor excuse to be failing in that hospitality and feeling of good-fellowship, of which the other sections of the community have given such ample evidence. May be, as a wag once observed, the majority of the Englishmen in Hongkong are Scotsmen, and so join in the social celebrations of St. Andrew's Day. True it is that the Scots hold tight to their customs and traditions, and continue to make St. Andrew's Day the occasion for the outpouring of national and patriotic fervour. We believe that the dormant sentiments of our compatriots require but small encouragement to induce the Englishmen in the Colony to unite in giving voice to the old war cry, "St. George for Merrie England."

LOCAL AND GENERAL.

THE fortnightly commercial intelligence is printed on the third page.

THE French mail of the 22nd March was delivered in London on the 21st inst.

THE nineteenth case of plague since January 1st occurred during the past day at First Street.

THIS morning the British cruiser *Edith*, left for Wei-hai-wei, and the Chilean training ship *General O'Higgins*, arrived from Singapore.

READERS are reminded of the 'smoker' to be held at the Victoria Recreation Club at 9 o'clock this evening. A late ferry across has been arranged.

INSPECTOR George Warnock, of the Hongkong Police Force, left to-day for home, in the *s.s. Bengal*, on nine months' leave, after seventeen years' service.

WE are glad to note that "Progress" is the keynote of the year's work of the Chinese department of the Hongkong Young Men's Christian Association. The membership has increased more than 65 per cent, while, with regard to finances, the association closed the year with a balance in hand and all obligations met.

THE Foreign Office authorities are collecting all the available evidence relating to the stoppage of British steamers by Russian war vessels; and are already in correspondence with the Government of the Tsar on the subject. The Russian denial lately published is not deemed satisfactory, because it is a denial of things that have not been alleged—the stoppage of vessels, for instance, within the three-mile limit.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

D. G. B. Longstaff	£10
Hongkong and Kowloon Wharf and Godown Company	\$100
Central Market Pork Guild	\$50
E. Osborne	\$20

THE Admiralty is said to be making arrangements for the construction of a number of flat-bottomed gunboats, for service on the Chinese rivers. This step, it may be believed, is to be taken as a consequence of representations which have been made to the Foreign Office by Sir Ernest Satow, the British Minister in Peking, who insists that, especially at this time, when commerce is so much disturbed by the war between Russia and Japan, British interests in China require much greater protection than is furnished at present.

IN the case of the boy who was alleged to have stolen a watch belonging to Mr. Alfred Marham, sub-Editor of the *South China Morning Post*, which was remanded yesterday, Mr. Gompertz this morning said that he was not satisfied that the defendant had any criminal intent in taking the watch for a few hours. He did not think he intended to steal it. What he was guilty of was unlawfully interfering with his master's property, which was a dangerous proceeding. But at this was not a punishable offence, the defendant must be discharged.

THE Cornish miners in the Rand write home in support of the Chinese Labour Ordinance.

AN aeronaut who ascended at Barcelona, Spain, dropped into the sea from an altitude of 5,000 feet, and was drowned.

FURTHER details of the career of Crossman, the ticket-of-leave man who committed suicide at Kental Rise to avoid arrest for murder, show that on January 10th, 1903, he married a young woman, and on the 12th (two days after), sent her back to her parents. On the 15th, Crossman, under the alias of Sampson, married a Mrs. Owen, a maternity nurse. He secured her savings, and bought a bushel of cement. The police are convinced that this wife was murdered during the absence of the other. He recently purchased more cement with a view to placing additional layers over the body found in the trunk, and so still the smell.

A CORRESPONDENT heard of an interesting story of a Japanese officer who has been serving on board one of the ships of the Channel Squadron. The officer's name is Kimura, and he had been ordered home. He had made himself exceedingly popular on the vessel, and his withdrawal was the prelude to a series of general entertainments. At one of these Lieutenant Kimura offered his bicycle for sale, announcing that he would give the sum realised to the fund being raised by Viscountess Hayashi, the wife of the Japanese Ambassador, on behalf of the widows and orphans of soldiers and sailors killed during the war. It was decided to raffle it for £25—at least twice its value. The winner again ruffed it for a similar sum, so that the fund will benefit to the extent of £50. The Japanese officer was naturally very much delighted.

AN amah, living with a family in Wyndham Street, summoned a certain family, for assisting her on Friday. The family also summoned the amah for using insulting and abusive language to them. The case was called before Mr. Gompertz and evidence was led to the effect that the amah was employed by neighbours of the family, and was in the habit of calling out insulting things whenever she saw them. Mr. Gompertz said that the best thing to do would be for each side to give a guarantee not to insult or assault the other parties respectively, on their agreeing to withdraw the cross-summuses. After a little expression of indignation by all parties, Mr. Gompertz bound over the amah and the two sons of the first complainant, to be of good behaviour for the future, and the summuses were withdrawn.

A LITTLE Chinese girl, Chan Ho, aged 14, ran out of No. 6 Tung Hing Lane yesterday, at about noon, and rushing up to an Indian Policeman, said that her mistress was trying to make her live a life of ill fame. The woman was arrested. The girl stated that in December last, her aunt sold her to Lo Kwai to be a servant, and \$250 was then paid for her. Her new mistress treated her very unkindly, and constantly beat her with a rattan cane for the most trivial reasons. Latterly she had tried to force her to live an immoral life, and when she refused she was severely beaten by her mistress, and up to yesterday at noon she had had no food for twenty-four hours. She wanted to go back to live with her aunt. Evidence of the arrest was taken this morning and the case was remanded on the application of Mr. U. D. Thomson, solicitor, who appeared for the defendant, bail being allowed in the sum of \$2,000.

LIVING ON WOOD.

TERRIBLE PLIGHT OF A STARVING CREW.

A terrible story of the sea is related by the survivors of the American barque *Mary A. Troop*, who recently arrived at Southampton. The vessel was in the North Atlantic, fifty days out from Pensacola, and bound for Rio de Janeiro with a cargo of timber, when a great gale was encountered. The boats were swept away, the main and mizzen masts snapped close to the deck, the bulwarks were ripped off, and eventually the hatches also went. Then the distressed vessel became water-logged.

For twenty-six days tremendous seas swept the craft from end to end. The carpenter was carried overboard.

When nineteen days had elapsed the sufferings of castaways had become accentuated by that time all the food, consisting of a barrel of flour, a dozen boxes of condensed milk, and a tin of apricots, had been eaten, and all the water drunk. The plight of a young lady, niece of the captain, was particularly sad, for, in addition to enduring the agonies of hunger, thirst, and exposure, she had lost all her warm clothing, and had to improvise apparel from sacks. Lead was chewed to relieve thirst, and the wood of the boats gnawed to appease their raving hunger.

So fierce was the gale that the men had to lash themselves to the deck with ropes to escape being washed overboard. The pumps were worked incessantly, in spite of the terrible fatigue, to keep the ship from foundering.

LIVING SKELETONS.

At last, when the condition of the castaways, wasted nearly to skeletons and half mad with privations, appeared hopeless, the steamship *Cairnista*, of Newcastle, appeared in sight, and though a heavy sea rendered the work of rescue highly dangerous, Captain John Band pluckily saved all lives.

The vessel was then some 200 m. les north of Bermuda. According to the master of the *Cairnista*, the decks of the *Mary A. Troop* were awash amidships, and the crew were huddled together on the poop with scarcely strength to wave their arms.

The crew of the latter vessel attempted to throw the *Cairnista* on fire, but she was so water-logged that there was little likelihood of her sinking. The survivors were landed at Southampton, and the *Cairnista* was ordered to return to the rescue of the *Mary A. Troop*.

TELEGRAMS.

(Reuters.)

LONDON, 21st April.

Fire at Toronto.

A fire has occurred at Toronto by which 130 buildings have been destroyed and \$13,000,000 lost.

The Near East.

In pursuance of the agreement of the 9th inst., 495 Bulgarian prisoners at Salonika have been released. 317 others died in prison.

The War.

Reuter's Agency at St. Petersburg wires that General Kuropatkin has now 300,000 troops at his disposal and, as this is deemed sufficient for the present, the despatch of troops is suspended.

Three officers and fifty-five men perished in the destroyer (Russian) *Bezaschni* on the 14th inst.

General Kuropatkin telegraphs all quiet on the Yalu. The Japanese are increasingly concentrating at Wiju and spreading northward along the Yalu, entrenching their positions.

LATER.

Admiral Alexeieff's Resignation.

It is not officially admitted in St. Petersburg that Admiral Alexeieff has resigned, and it is thought a way may be found to smooth matters temporarily.

British North Borneo.

The Government has approved of the appointment of Mr. Edward Gueritz, as acting Governor of British North Borneo.

AN ORCHESTRAL CONCERT

AT THE CITY HALL.

There are many lovers of excellent music in Hongkong, and the big audience that assisted at the orchestral concert given at the Theatre Royal, last night, by the band of the German warship *Hansa*, was a sure proof of interest in harmony that exists in the Colony. The programme was a delightful one, in which works by the principal German composers figured prominently, though France, England and Hungary were also represented. The selections were from Gounod, Stuart, Cui, Brahms, Schubert, Weber, and Wagner. The execution was of the first order, and the performance of each selection was gone through with a *maestro* that betokened the perfect co-operation of skilled musicians and the best of directions. In recognition of the enthusiastic applause accorded the executants, several extras were given, the performance terminating at about 11.30.

It is to be hoped that the Hongkong public will have another opportunity afforded them of gain assisting at further enjoyable evenings of this sort.

THE traveller who goes to Jerusalem generally does so with the idea of seeing the scene of so many of the labours and triumphs of Christ and the guides, who conduct tourists, point out little else but objects that have a direct bearing on his life. One of the most remarkable of these objects is the Judas tree, which is to be seen just out of Jerusalem. It is said that this is the identical tree on which Judas Iscariot hanged himself after betraying his Master. The only authority which the guides have for this statement is tradition. Eminent writers, however, say that the assertion is entirely unfounded. The tree is a species of ash, and is evidently of great age. It is a remarkable fact that while all other trees of any age have withered and been cut down this tree still continues to bloom.

SHIPPING AND MAILS.

MAILS DUE.

Indian (<i>Catherine Ahear</i>)	25th inst.
Canadian (<i>Empress of India</i>)	25th inst.
German (<i>Prinz Heinrich</i>)	26th inst.
German (<i>Bayern</i>)	26th inst.
Canadian (<i>Tartar</i>)	28th inst.
American (<i>Coptic</i>)	2nd prox.
Indian (<i>Namsang</i>)	4th prox.
Canadian (<i>Empress of Japan</i>)	6th prox.
German (<i>Oldenburg</i>)	10th prox.
American (<i>Korea</i>)	13th prox.

The Boston Co.'s *s.s. Shawmut* arrived at Yokohama, on 22nd inst.

The N. Y. K. Chartered *s.s. Ozeana* from London, &c., left Singapore for this port on 22nd inst., at 4 p.m., and is expected to arrive here on 28th inst., p.m.

The Imperial German Mail *s.s. Bayern* with the German Mails left Singapore, on 22nd inst., at 10 a.m., and may be expected here on 25th inst., at 5 p.m.

The C. P. R. Co.'s *s.s. Turbin* arrived at Nagasaki at 7.30 a.m., to-day, and leaves again at 2 p.m., same day for Shanghai, where she is due to arrive at 8 a.m., on 25th inst.

The C. P. R. Co.'s *s.s. Empress of India* arrived at Shanghai at 4 p.m., to-day, and leaves again at 4 p.m., same day for Hongkong, where she is due to arrive on 26th inst.

THE WAR.

MR. KURINO IN HONGKONG.

JAPAN'S AMBASSADOR INTERVIEWED.

Knowing full well that few travellers would willingly sacrifice, to the arduous trial of a Press interview, an hour of the short rest on a sea journey afforded by the stay of a mail boat in our port, it was not without certain misgivings that, yesterday, we chaired up the slope leading to the residence of Mr. M. Noma, Japan's Consul in Hongkong, where Mr. Kurino, the late ambassador of the Mikado at the Court of St. Petersburg was staying. His Excellency had arrived that morning by the P. & O. *s.s. Chusan*, and was leaving the following day for Japan; so that no time was to be lost if the much desired meeting was to be obtained. As our coolies climbed higher, and yet higher, up the side of the hill, the magnificent panorama of our harbour spread itself out at our feet, and the pulse quickened at the sight of our splendid fleet of battleships and cruisers, which, just returning from a prolonged cruise, was steaming rapidly up from Lyeemum to its anchorage. These imposing slate-coloured fighting machines came on in double line ahead, and, from that distance, it seemed as if a dangerously small interval separated the stem of each ship from the stern of the one preceding her. An involuntary shiver ran through the system at the thought, "if a breakdown occurred on board of the leading vessel," and the imagination pictured the stunning impact of these monsters, the piling up one on the other of these ships in being, the awful hecatomb. But we remembered that there was the "hand that heaved that headlong force," and a brain that backed that hand; a brain that knows just what each ship in the fleet can do, the speed she can maintain, the angle in which she can turn. Fear turned to admiration and as each vessel swung to her moorings with a precision that was mathematical a sentiment came of deep pride of the officers who, in all knowledge, can thus handle so mighty a force, and of the men who, in all confidence, can obey. This striking demonstration of the excellence of our fleet and the capability of its commander created the thought that this powerful agent of destruction might yet be called upon to play a part in the drama now going on in the North. This recalled to us the object of our mission—an interview with the gentleman, who had filled one of the leading roles in the same first act of the play—

H.E. MR. S. KURINO.

We were received with the same never-failing courtesy, by Mr. M. Noma and, in answer to our inquiries, were informed that, Mr. Kurino was somewhat fatigued by his journey, but that our request for an interview would be made known to him. After a brief absence the Consul returned with the information that His Excellency had acceded to our desire, and we were conducted into the drawing room. A brief wait, during which the topics of the day were discussed; and Mr. Kurino entered. Judging from an English point of view, the Ambassador is what we should call a small man, resembling in height France's former great statesman, M. Thiers. Japanese would say that he is of middle stature. He is broad shouldered, the head well poised, the features strikingly regular. The thick, dark hair is streaked with grey, as is the beard and moustache. The first is trimmed to a point; the second unadorned up. The complexion is dark, the eyes black and piercing, but not hard, a kindly expression lurking within. After the first few seconds the impression grows that one is speaking to a cultured and erudite gentleman possessing that reserve so necessary to the statesman. A man that thinks much before speaking, smiles rarely, but is ever ready to oblige. After the usual formalities of introduction and the expression of our thanks at the favour accorded, the following conversation was engaged:—

"One may conclude that your Excellency has no complaint to make with regard to the attitude of the authorities in St. Petersburg at the time of your departure?"
"Oh! none whatever. On the contrary, I may say that everybody was kindest itself to me. Elaborate memorials were taken to ensure my comfort and security. The heads of the police and gendarmes accompanied me and my household to the station, where every possible courtesy was shown us. The waiting room, naturally, was full of the members of the Imperial family, and the

train. There was a very big crowd to witness our going away, but excellent order was maintained, and our escort accompanied us to the door of the carriage, and several officers remained on the train till the frontier was reached.

"Was there any display of enthusiasm in the Russian capital when news of the outbreak of hostilities was received?"

"None at all. In fact, there was a complete lack of excitement; it seemed as if the people had no interest in the war. I do not think it is popular, probably because very few people in Russia take much interest in Japan, or Manchuria for the matter of that. Indeed, I fancy that the majority are ignorant of the geographical situation of either of these countries." The ghost of a smile passed swiftly over the lips of the ambassador, conjured up most probably by the thought of the meagre instruction possessed by the great majority of the Tsar's subjects.

"The lower classes, are they favourable to war?"

"No, they are not. The military party, who have always been desirous of seeing a conflagration, works hard to excite the enthusiasm of the people. They lay the blame on England, and, amongst other things, do much to provoke public anger by publishing abroad that the new Japanese cruisers bought at Genoa were taken out to the East by officers and seamen from the British Navy, sent down there by their Government."

"Do you think, Mr. Kurino, that the Russian Government thought that war would really break out?"

"No, I do not. The Russian authorities did not believe that we were in earnest, because they did not realise the seriousness of Japan's intentions and attitude, notwithstanding our repeated requests for a settlement. Russia was bluffing. She thought that Japan was doing the same, and imagined that a demonstration of naval and military forces would suffice for us to withdraw."

"And, may one ask, what is the impression of the cultured class in Russian society with regard to the present struggle?"

"They had not, nor have, any desire for war. Those who favour it are military men who alone have something to gain thereby."

"There have been rumours of rupture and intrigue in Court circles in St. Petersburg; do you think there is any truth in these?"

"There are certainly great differences of opinion amongst those forming the entourage of the Emperor, but I do not know if there is any actual division at the Court."

"What is your opinion as to the real value to Russia of the Trans-Siberian railway as a line of communications?"

"Well, to a certain extent it will be a help; that is, it is preferable to the ordinary road. But I think its real value has been considerably over-rated and that it will not give the results expected." "Only one-third of the section round Lake Baikal is completed; there remains yet 125 miles to be covered, 36 or 37 tunnels to be pierced, and all the work is on hard rock. It is impossible that it can be ready by the middle of the present year, as has been officially stated."

"Do you think that Russian reverses would lead to a revolution in the Empire?"

"It is hardly probable, though one never knows what developments might take place. Considerable trouble and discontent exist in Finland; in Caucasus there is open revolt and sedition is rampant in several centres, but it would be necessary to combine all these movements, and this is hardly possible. Besides, Russia has so great an army that it is easy for her to at once crush local uprisings."

"On your way home it is probable that Your Excellency passed through Paris. Did you gain any idea there of the chances there might be of an eventual intervention of France in the contest?"

"I am sorry," replied Mr. Kurino, smiling the while, "but I cannot answer that, as such information is of too diplomatic a character to be allowed to transpire."

"It is the general impression in England that France's statesmen would be adverse to engaging their country in so perilous an adventure?" we vouchsafed.

"Oh! certainly," replied the statesman, "and I think there is little chance of any such thing occurring so long as the present able Minister for Foreign Affairs, M. Delcassé, remains in power. Besides, any such movement on the part of France would draw

England into the struggle. I do not think that the French people would care to be mixed up in this trouble."

"What is your Excellency's opinion concerning the present violent Press campaign against Japan now going in Paris and Berlin?"

"That is organised and subsidised in St. Petersburg. I should say that Japan is at present very unpopular in commercial circles in Germany, and this is because, in that country, it was never seriously supposed that there would be war; consequently many merchants have lost considerable sums of money owing to the unexpected outbreak of hostilities in the Far East."

In answer to further inquiries Mr. Kurino stated that his voyage had been a fairly pleasant one, though the breakdown of the N. D. L. s.s. *Oldenburg* in the Red Sea had caused some discomfort. Returning to the political aspect in the North, His Excellency said:—"I think the war will be a very long one, and the struggle has peculiarities that have never, I think, attended any preceding conflict between nations. These will render a final settlement, one way or the other, extremely difficult. I mean this, supposing that we are victorious, we cannot go to St. Petersburg and impose terms; admitting that Russia wins on land and drives our troops off the continent, well, I am convinced, she cannot send her armies over to Japan." As he uttered these concluding words a smile was again visible; probably the diplomat was thinking of Russia's already crippled navy, soon perhaps to be non-existent, and the little chances there were of a Muscovite host ever traversing the narrow sea-way that girdled his country. One need not be long in the society of the able statesman to realise that the choice that placed him at St. Petersburg at the most critical moment of his country's history was a wise one; for, he possesses all the traits and characteristics that go to make the perfect representative of a Power. Mr. Kurino has done already much for his country; he will most certainly do more.

RUSSIAN SQUADRON AND THE "MARCO POLO."

We hear on good authority that the Captain of the Italian cruiser *Marco Polo*, emphatically denies the report that he was stopped by the Russian squadron near the entrance to the Suez Canal. He says he would not have tolerated such treatment. The only incident which occurred was that the Russian warships directed their search lights on the *Marco Polo*, and fired a blank shot to which no attention was paid, and the Italian cruiser continued on her voyage to the East.

NEWCHWANG.

The following telegrams from His Britannic Majesty's Consul at Newchwang are published in the *Gazette*:

"Russian Authorities warn steamers not to anchor anywhere within one mile above and five miles below fort on account of danger from mines."

"Vessels have been warned not to cross bar between dusk and daylight."

IN A PORT ARTHUR BATTERY.

DURING AN ENGAGEMENT.

The officer who commanded the battery on Electric Cliff during a recent bombardment of Port Arthur has written home the following vivid account of the engagement:—

"It was a clear, sunny day. There was a gentle swell running. Suddenly a little speck loomed out of the haze on the horizon. It was quickly joined by another, and yet another, till fifteen ships were in view. They came nearer and nearer growing larger and larger, until they were only six miles off. Then a tiny puff of smoke was seen, and all of us in the battery wondered where the shell was going to fall. It fell eighty yards away from the cliff where we were standing, and burst right under the bows of the *Perovskiy* splashing her decks with spray. Another puff, and a projectile whistled overhead, crashing into the rock behind us. Then a third shell followed, and after a moment of grim suspense, it exploded with terrific violence just over our heads. They had got our range exactly."

"This was the signal for us to open fire with ten shore batteries. Our twelve warships joined in the reply. What followed was almost indescribable. The sea underneath fairly boiled with the swishing plunge of shells. The work of command was invaluable to the gunners. I tried vainly to make my orders understood amid the belching of 150 guns, and the prolonged roar of the shells bursting with fearful violence overhead. The smoke and dust blotted out the sun. I did not experience any excitement. My teeth began to ache, and I had a sensation of joy amidst the scenes of destruction which had no terror for me after the

"Suddenly a white-faced gunner pointed to the battery of daisy quick-firers placed half-way down the cliff to repel a Japanese landing. I ran down and saw a scene of the wildest battle orgie—shells bursting, their fragments whistling through the air, the earth reeking with the stench and smoke. One shell burst among the gunner, and I saw a soldier lying disembowelled, another with his skull open, a third delirious with three splinters in his head. One gun was broken like a reed. It was a dreadful sight. There was blood everywhere. After the battle was over General Siossel pinned the St. George's Cross on my breast, but what does that matter? I am in hospital."

THE NORTHERN PASSAGE.

During the last few days the telegrams have repeatedly stated that the Baltic fleet, reinforced by all the available vessels of the Russian Navy, intends to sail for the Far East to assist the sorely harassed Russian squadron in this part of the world. Now it appears very certain that the Baltic squadron cannot expect to reach China waters by the Suez Canal route, if only because of the difficulty that would be experienced in obtaining coal, and as the month of June is given as the time when the expedition is to start, it can only be conjectured that, notwithstanding previous denials, an attempt will be made to reach the Far East by the North-East passage if at all. That passage was navigated for the first time in 1878-79 by the famous explorer Nordenskiöld, who would have been a Russian subject had it not been for the suspicion aroused by his liberal views, which led to his leaving Finland, where his ancestors, originally coming from Sweden, had been settled for many generations. Driven from Finland at a time when he was about to start upon an expedition for studying the geology of Siberia and Kamchatka, the means for which he obtained by winning the Alexander travelling stipend, and made incompetent by formal notification of the right of ever holding office in the University of Helsingfors, the Russian Government by such action deprived itself of the services of a man whose later travels and researches in the Arctic regions were to reflect undying lustre on the country which received him and furthered those great enterprises. It is curious that it is to the man thus driven from Russian territory, and whose friends with difficulty prevented the registration against him of a decree of permanent exile, that Russia is indebted for much of the information regarding the most northernmost part of the territory nominally under her rule. The famous voyage of the *Vega* was rendered possible by the funds supplied by King Oscar of Sweden. Mr. Oscar Dickson of Gothenburg, a magnificent supporter of the Swedish exploring expeditions whose name is commemorated in a harbour at the mouth of the Yenesei, and M. Sibiriakoff, a wealthy proprietor of Siberian estates. The expedition started from Karlskrona on the 22nd June, 1878, and on the 19th July reached the most northern point of Siberia and of the Old World, Cape Evorot or Teneluskon, in 77° 41' N. On leaving the extreme northern point of Asia a south-easterly course was steered, the sea being found to be free from ice but very shallow. The latter would seem to be a point of considerable consequence if the Baltic fleet is really about to try to reach Vladivostok by this route. It would seem that the sea in this part of the Arctic Ocean is free of ice for some part of every year, in consequence of the mass of warm water discharged by the great Siberian rivers during the summer. But it would scarcely do for the Russian fleet to be caught in the North and forced to winter there, as was the *Vega*. Nevertheless, Nordenskiöld very nearly made the North-East Passage in one season, though the intrepid traveller probably had no objection to staying a winter in the high latitude he had reached, as this gave him the opportunity of studying an aboriginal tribe occupying a settlement on a low plain off the shore of which the *Vega* became frozen in towards the end of September. On the 18th of July, 1879, after having been imprisoned in the ice for two hundred and ninety-four days, the *Vega* proceeded on her voyage and passed Behring Strait on the 20th of the same month, thereby succeeding in navigating for the first time the northern coasts of Europe and Asia which had originally been attempted by Sir Hugh Willoughby as long ago as 1553. Thus, as one chronicler puts it, the North-East Passage had at length been accomplished, after the lapse of three hundred and twenty-six years, without the loss of a single life and without damage to the vessel undertaking the remarkable enterprise. Doubtless some of our readers will recollect the arrival of Baron Nordenskiöld with the *Vega* at Yokohama on the 2nd of September, 1879, after the successful accomplishment of the memorable journey.

It may be mentioned as an interesting circumstance that Iyeyasu, who probably obtained the idea from Will Adams, the English ship-master shipwrecked on the Japanese coast in 1600, showed considerable interest in the discovery of a North-East or North-West Passage, by which Europe could be reached. In his Diary of the fortunes of the English factory at Hirado (1612 to 1624) Cocks has several passages dealing with the subject. In one place he says:—

"Mr. Adams is of the opinion that, if ever the north-east or north-west passages be found out, it must be from these parts, and offereth his best services therein, the Emperor promising his best fortherance with men or letters or recommendations at all prizes, and hath entrance already into an island called Vedro, which is thought to be rather some parts of the continent of Tartaria."

Again, under 25th November, 1614, Cocks writes:—

"He [Adams] hath a great desire to find out the northern passage for England from hence, and thinketh it an easie matter to be done in respect the Emperor of this place offereth his assistance. Your Wor.^{ship} [Cocks was writing to the East India Company] shall find me as willing as any man it shall please you to employ in these parts to second him."

It is curious that almost three hundred years later this "northern passage" to Europe which Iyeyasu was willing to render his assistance in discovering should be proposed to be used by a people then entirely unknown to the Japanese for the purpose of carrying on a war against Japan. That the attempt will be actually made by the Russians to navigate the North-East Passage with their war-ships it is difficult, however, to believe. It is evidently a very different thing for a comparatively small vessel like the *Vega* to accomplish such an undertaking compared with the navigation of almost unknown waters by war-ships of great tonnage. The risks are evidently too great, for, even supposing the perils of the sea were safely passed and a passage made through the ice by ice-breakers, there would be the danger of the position in the Far East having undergone a material change between the time that the squadron left a point where it could be reached by telegraphic orders and its arrival in the Pacific, with the possibility that the squadron would be entirely at the mercy of the Japanese. It seems to us, therefore, that the statements regarding the proposed sailing of the Baltic fleet for the Far East are simply threats, and threats which, taking into account the difficulties to be encountered in using either the southern or the northern routes, it is impossible to put into execution.—*Kobe Chronicle*.

ARMS FOR CHINA.

The United States Consul at Leipzig reports that the factory at Steyr has received such a large order for arms from China, that the whole strength of the establishment, with extra hands, will be employed for several years in executing it. The Imperial Government has not been hasty, in utilising its freedom to import warlike stores, for the prohibition came to an end on August 25 last year; but perhaps it is making up for lost time by importing a vast quantity when it begins. Much will certainly happen before that consignment from Steyr is delivered. But the arsenals and factories in China itself are not to be overlooked. Some months ago, we heard that Japanese advisers had been appointed; they may have been recalled to the Army, but it is quite possible that they remain, seeing how important the rôle of China may become. The *New York Herald* makes merry over their Consul's announcement, advising the sheep China to take refuge with the International shepherds, and "not pretend to be a carnivorous animal." Other American papers show more wisdom, we trust. At a moment when one of the great Mongol races is exhibiting such intelligence and "grip" and resolution as Europeans could not excel, it is curiously inept to jeer at the capabilities of the other.

RAUB CRUSHING.

The detailed milling return for the month ended 26th March, is as follows:—

Stamps working—40.

Period of work—28 days—less lost time 1:75 day (42 hrs.), of which 20 min. was due to Sempam and remainder to clean up and mill repairs.

One milled: Koman 2,831 tons. Hlitan 106 tons, Jellis 108 tons, total 3,045 tons.

Mill duty: 2.9 tons per stamp per 24 hours.

Amalgam yield: 2,388 oz. giving 773 oz. melted gold=32.37%.

Bullion yield: 508 dwt. per ton=80.12% of contents.

Bullion fineness: 938.45 average.

Mercury loss: 4.6 lbs. per 100 tons milled=2.63 oz. per oz. bullion.

Tailings: Assays 1.26 dwt.=19.88% of contents.

PUNJOM MINING CO.

The Pahang correspondent of the *Strait Times* writes in that journal, under date the 14th inst., regarding the Punjom Mining Co. as follows:—

We hear that the Punjom mines have shut down, the decision of the Directors at Hongkong, to stop work being doubtless due to Mr. Warnford Lock's report on the property which is believed to have been unfavourable. Mr. J. R. Coates left Pangkong on the 31st ultimo, and Messrs: R. H. Ngan, J. O. Morris, and A. Murchison have each received a month's notice and leave at the end of April. Mr. W. Kerfoot Hughes, the Manager, is expected to return shortly to Hongkong.

Work on the Punjom property has been carried on during the past 17 years. The Company was originally called "The Punjom and Sungai Dua Semantan Mining Company," and its concession included the Sungai Dua district in the Semantan, but this district was voluntarily surrendered in 1872 and the Company was re-constructed under the title of "The Punjom Mining Company." They gave up Sungai Dua with the object of devoting all their attention to gold mining at Punjom. In 1898 the Company obtained a new lease from the Government, the document conveying mining rights over an area of 50 square miles for a period of 50 years from the 27th April, 1898, the land being held under a nominal annual rental of one dollar. The labour conditions for this large area were very light and provided for the continuous employment for mining purposes, of not less than one labourer for every ten acres of land leased. In the event of this provision not being carried out literally, the Company had the option of employing the equivalent of such labour in machinery and local supervision, the working value of an Asiatic mining labourer being, under the lease, reckoned as equal to \$100 per annum, and in machinery one horse-power being taken as equivalent to 25 labourers. All rights of water, way, and other easements were fully provided for, and the lessees were exempted from the payment of all duties or taxes then or thereafter to become payable in Pahang, excepting duties on minerals exported and on opium, spirits, and tobacco imported, which were to be paid at the rates in force from time to time. It was provided that no part of the 50 square miles leased

was to be used for other than mining purposes. Under the terms of the original concession granted by His Highness the Sultan in April, 1885, which, in common with all similar grants, were modified after a British Resident was appointed to Pahang in 1889, the Company had agricultural as well as mining rights, and specially reduced terms were granted as to opium, spirits, and tobacco duty. The Company renounced all these exceptional rights and claims on receiving the mining lease, the conditions of which were, however, still very advantageous to the lessees. Thus, according to the mining regulations, the Company was only entitled to less than 30 square miles, but the area granted was nearly double what they could have legally claimed, and this was allowed in consideration of the deed of renunciation referred to. During the last 17 years the Company has done much hard field work at Punjom, and at one time their exports of gold reached several thousands of ounces annually. The decline of Punjom may be said to date from 1897, from which year their gold output began to dwindle, as may be seen from the following table, which shows the quality of gold exported during the five years prior to 1901:—

1896	...	...	8,430 ounces.
1897	...	...	6,400 ounces.
1898	...	...	3,796 ounces.
1899	...	...	2,116 ounces.
1900	...	...	193 ounces.

TO DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	109 1/2
Do. demand	109 9/16
Do. 4 months' sight	109 1/2
France—Bank T.T.	225
America—Bank T.T.	43 1/2
Germany—Bank T.T.	183
India T.T.	133 1/2
Do. demand	133 1/2
Shanghai—Bank T.T.	72 1/2
Japan—Bank T.T.	88 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	108
Buying.	
4 months' sight L/C.	109 1/2
6 months' sight L/C.	110
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45
30 days' sight Sydney and Melbourne	110 1/2
4 months' sight France	229 1/2
6 months' sight do.	231
4 months' sight Germany	187 1/2
Bar Silver	25 1/2
Bank of England rate	3 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	Per chest
Malwa New	970/1,000
" Old	1,020/1,080
" Older	1,100/1,160
" Oldest	1,180/1,220
Patna New	1,344
" Old	1,352
Bienares New	1,342
" Old	1,337 1/2
Persian (Paper)	880/930

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 2nd day of May, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Star Street in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.				Area in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
		N.	S.	E.	W.			
14th	Star Street	74	85	49.6	50.6	3,915	54	2,364

Hongkong, 25th April, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"ALGOA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by WEDNESDAY, the 27th instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN, Agent.

Hongkong, 23rd April, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, TAKAO AND FOOCHOW.

THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above Ports, on TUESDAY, the 26th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 23rd April, 1904.

To-day's Advertisements.

REQUIRED.

TWO YOUNG LADIES (European), aged about sixteen years, for DRAPEY STORE. Apply—FAIRALL & Co. [547]

A SMOKING CONCERT will be given by THE VICTORIA RECREATION CLUB assisted by many of the leading Vocalists of the Colony TO-DAY, the 2nd April, at 9 P.M. Sharp, in the CLUB GYMNASIUM, KOWLOON.

Admission \$1.00

A launch will leave BLAKE PIER for Kowloon at 8.30 P.M.

Arrangements have been made with the STAR FERRY CO., LD. to run a late Launch from Kowloon, at 12.15 A.M.

HAROLD C. AUSTEN, Acting Hon. Sec. [536]

PUBLIC AUCTION. THE Undersigned have received instructions to Sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on SATURDAY,

the 30th April, 1904, at Noon, alongside the

Douglas S.S. Co's Wharf, The Steam Launch

"BERTHA,"

Length 59 feet;

Breadth 9 feet 6 inches;

Depth 6 feet 7 inches;

Built of Teakwood, and Copper Fastened,

Metal Sheathed with Awning Complete. Boiler

4 ft. 4 in. by 6 ft. 6 in. in good order. Certificate

granted for 75 lbs. pressure. Size of

Engine—Cylinders 9 and 15 inches by 9 inch

Stroke.

TERMS:—As usual.

For further particulars apply to

HUGHES & HOUGH,

Auctioneers.

Hongkong, 23rd April, 1904. [544]

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI"

Captain Craven, will be despatched as above

on Friday, 29th inst., at 2 P.M.

For Freight apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 23rd April, 1904. [545]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRAVELLI,"

FROM PORTLAND (OR), YOKOHAMA,

Kobe and MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 23rd April, 1903. [543]

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS, By Appointment to

H.M. THE KING and H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO, Queen's Road Central.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW AND LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW AND LIVERPOOL	"TEENKAI"	On 13th May.
GLASGOW AND LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW AND LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW AND LIVERPOOL	"YANGTSE"	On 28th May.
GLASGOW AND LIVERPOOL	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.
LONDON & ANTWERP	"ANTENOR"	On 10th May.
GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 20th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"PROMETHEUS"	On 7th June.
GENOA, MARSEILLES & L'POOL	"DEUCALION"	On 14th June.

* Taking Cargo for Liverpool at London Rates.
s.s. Telemachus for London and Antwerp is expected here from Shanghai daylight of 25th inst.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, NAGASAKI, KOBE AND YOKOHAMA.	"CALCHAS"	On 17th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th April, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOHSING"	25th April
SHANGHAI	"CHENAN"	25th p.m.
SHANGHAI	"WHAMPOA"	26th
MANILA	"SUNGKIANG"	27th
CEBU AND ILOILO	"WUCHANG"	28th
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	9th May

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

V.S.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd April, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 30th April, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 7th May, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 23rd April, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"NICOMEDIA"	4371	A. Wagner	
"ARABIA"	4483		
"AROGONIA"	5198		
"NUMANTIA"	4370		

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

HONGKONG-CANTON LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; on Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 6th January, 1904.

THE British Steamship

"YING KING,"
Capt. Wm. Robinson, of 1,388 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.
2nd ".....1.50 "
Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.

WENDT & CO.,
Canton Agents.
Hongkong, 16th April, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVoux & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN,"

Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.
First Class European.....\$8.00
Second Class European.....3.00
First Class Chinese.....1.50
Second Class Chinese......80
Deck......30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.

Hongkong, 23rd March, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309 J. P. MARTIN.

"KWONG TUNG".....1,238 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4
Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, SALINA CRUZ, MEXICO, AND PORTLAND (OREGON).

THE Steamship

"CLAVERING,"

Captain Barton, will be despatched for the above Ports, on SATURDAY, the 23rd instant, at 4 P.M.

For Freight, apply at the Company's Offices, No. 20, Des Vaux Road.

J. S. VAN BUREN,
Superintendent.

Hongkong, 16th April, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Shawmut.....9,606 W. M. Smith.....May 21

Tremont.....9,606 T. W. Garlick.....June 28

Lyra.....4,417 G. V. Williams.....Aug. 4

Shawmut.....9,606 W. M. Smith.....Sept. 1

Tremont.....9,606 T. W. Garlick.....Oct. 1

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut.....9,606 W. M. Smith.....Ab. May 3

Tremont.....9,606 T. W. Garlick.....Ab. June 8

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric light in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 19th April, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN,"
of the NORDDEUTSCHER LLOYD,
Captain H. Formes, due here with the outward
German Mail about TUESDAY at 5 P.M.
will leave for the above places 12 to 24 hours
after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 22nd April, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About
"SHIMOSA".....Early May.
"SATSUMA".....31st May.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 22nd April, 1904.

To Let.

ONE OFFICE ROOM on second floor,
Prince's Buildings.

Apply to—
REUTER, BROCKELMANN & Co.

Hongkong, 6th April, 1904.

TO LET.

MEIRION, Nos. 1 and 2,
BOWRING VILLAS, No. 2.

Apply—
HUGHES & HOUGH,
8, Des Vaux Road.

Hongkong, 2nd April, 1904.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

HONGKONG AVERAGE MARKET PRICES.

Corrected 6th April, 100 cts. per 5 Mex.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung 18 1/2

" Corned—Ham Ngau Yuk.....18

" Roast—Shiu.....18

" Breast—Ngau Lam.....14

" Soup, Tong Yuk.....14

" Steak—Ngau Yuk Pa.....18

" " Serjion—Ngau Lau.....26

" Sausages—Ngau Yuk Chaung.....16

Bullock's Brains—Know.....per set

" Tongue fresh—Ngau Li.....each

" " Corned—Ham Ngau Li.....55

" Head—Ngau Tau.....55

" Heart—Ngau Sum.....9

" Hump, Salt—Ngau Kin.....13

" Feet—Ngau Kerk.....each

" Kidneys—Ngau Yiu.....8

" Tail—Ngau Mei.....16

" Liver—Ngau Con.....5

" Tripe (undressed)—Ngau To.....5

Calves' Head and Feet—Ngau-chai-tau-keok.....45

Mutton Chop—Yeung Pai Kw.....24

" Leg—Yeung Pei.....24

" Shoulder—Yeung Shau.....22

Pigs' Chitlings—Chi cheong.....7

" Brains—Chi Know.....per set

" Feet—Chi Chak.....12

" Fry—Chi Chai.....12

" Head—Chi Tau.....13

" Heart—Chi Sum.....each

" Kidneys—Chi Yiu.....pair

" Liver—Chi Kon.....lb

Pork, Chop—Chi Pai Kwat.....20

" Corned—Ham Chu Yuk.....18

" Leg—Chu Pei.....18

" Fat or Lard—Chu Yau.....18

Sheep's Head and Feet—Yeung Tau.....55

Keok.....set

" Heart—Yeung Sum.....each

" Kidneys—Yeung Yiu.....9

" Liver—Yeung Con.....lb

Sucking Pigs, To Order—Chu Chai.....17

Suet, Beef—Sang Ngau Yau.....17

" Mutton—Sang Yeung Yau.....20

Veal—Ngau Chai Yuk.....15

" Sausages—Ngau Chai Yuk Tong.....15

POULTRY.

Chicken—Kai Chai.....30

Capons, Large, Small—Sin Kai.....32

Ducks—Ap.....18

Doves—Pan Kau.....each

Eggs, Hen—Kai Tan.....per doz.

Fowls, Canton—Kai.....lb

" Hainan—Hoi Nam Kai.....21

Geese—Ngoi.....pair

Geese, Wild Shanghai—Sheung Hoi Ye

Ngo.....pair

Musk Deer—Wong Keng.....each

Hare—Tu Chai.....55

Partridge—Che Khoo.....60

Pheasant—Shan Kai.....pair

Pigeons, Canton—Pak Kup.....each

" Hoihow—Hoihow Pak Kup.....25

Quail—Um-Chun.....25

Rice Birds—Wo Fa Cheuk.....dozen

Saipes—Sa Chui.....each

Turkeys, Cock—Fo Kai Kung.....65

" Hen—Na.....58

Wild Ducks, Shanghai, Sul-pai.....pair

Teal, Shanghai, Sul Ap Chai.....each

Wild Ducks Canton—S

Shipping.

Arrivals.
 Empire, Br. s.s., 4,500, B. T. Helms, 23rd April, Australia 30th Mar., Gen.—G. L. & Co.
 Ichang, Br. s.s., 1,228, W. L. Jones, 23rd April, Wuhu and Chinkiang 19th April, Gen.—B. & S.
 Indravelli, Br. s.s., 3,152, R. P. Craven, 22nd April, Portland, Or. 14th Mar., Flour and Gen.—P. & A. S. Co.
 Progress, Ger. s.s., 687, F. Bremer, 22nd April, Swatow 21st April, Gen.—S. & Co.
 General Bagedano, Chilean Training ship, 1,050, Comdr. Luis Gomez, 23rd April, Singapore 13th April.
 Batavia, Ger. s.s., 1,045, Dunplow, 23rd April, Moji 19th April, Ballast.—H. A. L.
 Alcoa, Br. s.s., 5,000, A. Lockett, 23rd April, San Francisco via Manila 20th April, Gen.—P. M. S. S. Co.
 Triumph, Ger. s.s., 679, A. Hansen, 23rd April, Foochow via Amoy and Swatow 22nd April, Gen.—O. S. K.
 China, Ger. s.s., 1,150, Kruebbe, 23rd April, Saigon 18th April, Rice.—E. A. T. Co.

Clearances at the Harbour Office.

Vinching for Canton.
Nigretia for Swatow.
Mathilde for Moji.
Progress for Swatow.
Thales for Swatow.
Shantung for Java.
Kampho for Saigon.
Hanyang for Canton.
Hongkong for West River.
Iha Verde for Macao.
China for Saigon.
San Cheong for Canton.
Alcoa for Manila.
Kwangchow for Canton.
Hoi He for Canton.
Tak Hing for Kungmun.
Wingchai for Macao.

Departures.

April 23.
Bengal for Europe.
Chusan for Shanghai.
Zofora for Manila.
Taishan for Hongkong.
Nanshan for Amoy.
Taiyuan for Australian Ports.
Claverling for Moji.
Hongkong for Amoy.
Hugen for Bangkok.
British Trader for Rangoon.
Ichang for Canton.
Oscar II for Kutchinotzu.
Fayle for Moji.
Devavongse for Bangkok.

Passengers Arrived.

Per *Empire*, from Australian Ports—Mr. and Mrs. J. E. Mesley, Mr. and Mrs. Rushby, Hon. and Mrs. C. L. MacKellar, Miss MacKellar, Messrs. E. and M. MacKellar, F. Richardson, A. McLennan, W. W. Morris, W. F. Stevenson, R. Croll, J. Chapman, Mrs. Fuji, F. Nakazumi, Mr. and Mrs. Cowey, Misses Cowey (3), Mrs. C. Smith, Misses Smith (2), Messrs. R. Falconer, H. G. Nixon, E. B. Blyth, J. Jenkins, Capt. Goncalves, M. R. Morgado, F. A. Melao, Mr. and Mrs. H. Coelho and children, A. P. dos Santos, A. J. Coffey, Mrs. M. E. Dunster, Mrs. K. Chichester, Mr. Johnson, Colonel Head, Mr. and Mrs. Yule and 2 daughters, Mrs. A. Garrett and 2 children, Mrs. and Miss Sutto, 6 Japanese, and 84 Chinese.

Per *Chusan*, for Hongkong from London—Capt. Greet, R.N., Lieut. R. S. Hewlett and 1. S. Harris, and Lieut. K. E. L. Creighton, Surgeon Thomas, Messrs. P. B. Sharp, A. J. Hirst, J. A. Dove, S. B. Steadman, G. F. Malden, A. Course, C. E. Nicholas, A. Clarke, H. Woodward, W. H. D. Welling, T. H. Flaherty, J. A. Millar, J. Riggs, A. Bushfield, A. Mathews and A. G. Prince. From Marseilles—Mrs. Bickersteth, Messrs. S. H. Michael, H. A. Courtney, T. James and A. H. Wilson. From Brindisi—Mrs. Gordon, Miss Flash, and Dr. Anderson. From Aden—Mr. and Mrs. Gray Scott, and Mr. F. Hohnke. From Suez—Mr. and Mrs. Pierce. From Bombay—Capt. S. Hunt. From Colombo—Mrs. K. Chichester. From Singapore—Mrs. Dunlop, Mrs. Gardiner, Lieut. Moore, Messrs. Cooke, Way, Stewart, Gutierrez and Wallem. For Shanghai from London—Mr. and Mrs. Anton, Mrs. Carson and infant, and Mr. Barrett. From Marseilles—J. W. Stevenson, V. H. Boyd and Somelkh. From Aden—Mr. and Mrs. Kubale, Mr. and Mrs. Shadgett, Mr. and Mrs. Schmidt, Mrs. Fitchner, son and child, Mrs. Meyer and 2 children, Mr. and Mrs. Stern, Messrs. L. Kiesel, J. Hamminck, Bransch, Brucher, Rosenberger, Stehner, Verne and Lester. For Yokohama from London—Misses McCaul and St. Aubyn. From Marseilles—Mr. W. Hill. From Aden—Mr. and Mrs. Gray Kurias, Messrs. Nutter, Kracke and Sanger.

Per *Triumph*, from Coast Ports—Mrs. Dullin and 2 children, Mrs. K. Bennett, Miss P. Bennett, Mr. Alcockhausen, and 108 Chinese.

Steamers Expected.

Vessels	From	Agents	Due
Catherine Apr.	Singapore	D. S. & Co.	April 25
Strassburg	Singapore	H. A. L.	April 25
Print Heinrich	Japan	M. & Co.	April 26
Bayern	Singapore	M. & Co.	April 26
Tartar	Japan	C. P. R. Co.	April 28
Tijlajap	Macassar	C. J. J. L.	April 28
Oceanic	Singapore	N. Y. K.	April 28
Cipic	Japan	P. M. Co.	May 2
Namsang	Calcutta	M. & Co.	May 4
Emp. of Japan	Vancouver	C. P. R. Co.	May 6
Oldenburg	Aden	M. & Co.	May 10
Indrapura	Portland	P. & A. Co.	May 11
Korea	San Francisco	P. M. Co.	May 13

Vessels in Port.

Arrivals.
 Amara, Br. s.s., 1,565, C. J. Matlock, 19th April, Saigon 15th April, Flour and Cotton Seed.—J. M. & Co.
 Angbin, Ger. s.s., 1,001, F. J. Schaefer, 22nd April, Bangkok 15th April, Rice.—M. & S.
 Athenian, Br. s.s., 2,440, S. Robinson, 7th April, Vancouver, B.C. 7th Mar., and Shanghai 4th April, Gen.—C. P. R. Co.
 Baoca, Br. s.s., 3,794, J. B. Ferguson, 22nd April, Bombay 4th April, and Singapore 16th April, Gen.—P. & O. S. N. Co.
 Chenan, Br. s.s., 1,349, F. D. Northcombe, 20th April, Hoilo 17th April, Sugar, Gen.—B. & S.
 Chwenshan, Br. s.s., 1,281, I. D. Jenkins, 12th April, Saigon 8th April, Gen.—B. & Co.
 Cyrus, Br. s.s., 2,174, F. Simmons, 17th April, Japan 7th April, Rice.—Samuel & Co.
 Decima, Ger. s.s., 794, P. Christiansen, 22nd April, Saigon 17th April, Rice and Gen.—S. W. & Co.
 Fernende, Br. s.s., 2,443, R. J. Fisher, 13th April, Rangoon 30th Mar., Rice.—Order.
 Frithjof, Norw. s.s., 891, Haraldsen, 20th April, Tamsui 17th April, Gen.—O. S. K.
 Glenshiel, Br. s.s., 2,204, E. Warner, R.N.R., 13th April, London via Singapore 27th Feb., Gen.—McG. B. & Gow.
 Hanyang, Br. s.s., 1,206, R. D. Caswell, 19th April, Shanghai 15th April, Gen.—B. & S.
 Heathdene, Br. s.s., 2,740, H. R. Ketley, 12th April, Moji 6th April, Coal.—B. & Co.
 Hoilow, Br. s.s., 896, W. Shaw, 20th April, Swatow 19th April, Gen.—B. & S.
 Isle de Negros, Am. s.s., 200, Larillien, 7th April, Manila 3rd April, Ballast.—B. & Co.
 Ismail, Br. s.s., 3,381, A. E. Stebbing, 11th April, Rangoon via Singapore 29th Mar., Rice.—J. M. & Co.
 Kampho, French s.s., 436, Bavay, 22nd April, Saigon 19th April, Rice.—Man Fat.
 Kohsichang, Ger. s.s., 1,299, T. Spiesen, 21st April, Bangkok 13th April, Rice and Wood.—B. & S.
 Laisang, Br. s.s., 2,274, E. J. Tadd, 17th April, Calcutta 1st April, Penang 7th, and Singapore 11th, Gen.—J. M. & Co.
 Lord Ormonde, Br. s.s., 4,533, James Aiken, 20th April, Barry Dock 5th Mar., Coal.—A. K. & Co.
 Marie Jensen, Ger. s.s., 2,220, Rendixen, 7th April, Java Ports 29th Mar., Sugar.—Tung Kee.
 Mathilde, Ger. s.s., 678, Schlaikier, 22nd April, Swatow 21st April, Gen.—J. & Co.
 Nigretia, Br. s.s., 1,530, S. Harrison, 22nd April, Moji 15th April, Coal.—Mr. Jeffries.
 Nithsdale, Br. s.s., 2,234, John Cameron, 19th April, Muroran (Japan) 9th April, Coal.—D. & Co. Ltd.
 Paklat, Ger. s.s., 1,018, H. Banelin, 14th April, Bangkok 7th April, Rice and Teakwood.—B. & S.
 Promethese, Br. s.s., 3,583, G. Moir, 22nd April, Singapore 17th April, Gen.—B. & S.
 Samsen, Ger. s.s., 998, Fr. Rehwaldt, 10th April, Kohsichang (Bangkok) 13th April, Rice and Timber.—M. & Co.
 Sandyford, Br. s.s., 2,052, W. Stephens, 18th April, Kuchinotzu 13th April, Coal.—B. & Co.
 Seward, Am. transport, 1,250, Croskey, 20th April, Manila 16th April.
 Siberia, Am. s.s., 5,655, J. T. Smith, 20th April, San Francisco 23rd Mar., and Shanghai 18th April, Mails and Gen.—P. M. S. S. Co.
 Sishan, Br. s.s., 845, A. Jones, 20th April, Saigon 16th April, Rice and Meal.—B. & Co.
 Standard, Norw. s.s., 928, Hansen, 22nd April, Cardiff 6th April, Coal.—Order.
 Thales, Br. s.s., 890, Robson, 22nd April, Taiwanfo 20th April, and Swatow 21st, Gen.—D. L. & Co.
 Tweeddale, Br. s.s., Milne, 16th April, Moji 10th April, Ballast.—G. L. & Co.

SAILING VESSELS.

Alcoa Bay, Br. bq., 1,111, Title, 4th Mar., Hongkong 15th Feb., Coal.—B. & S.
 Arrow, Br. 4-masted bq., 2,971, McDonald, 17th Mar., from New York, Kerosine Oil.—S. O. Co.
 Maria Le. Ital. bq., 1,118, D. Urso, 9th April, Freemantle 7th Feb., Sandalwood.—Order.

Ships Passed the Canal.

Outward—16th March—*Maria, Kilda*. 18th March—*Voronej Breishuel*. 22nd March—*Hyson, Oldenburg, Dornoch, Thyra, Orange, Nest*. 25th March—*Araragon, Palma, Salvig, Strassburg*. 30th March—*Aragonia, Benmohr, Angus, Simoom*. 6th March—*Bayern, Pera, Deucalion, Ella, Sagami, Theodorville, Gerd*. 9th April—*Ernest Simons, Titania, Gisela, Plantmars, Verona, Ulysses, Segovia, Algonia*. 13th April—*Sanda, Schuytelt*. 16th April—*Calhas, Sydney, Teenkal, Borneo, Courfield, Indramayo, Silverlip*. 20th April—*Vindobona, Elaina, Heimdall, Silthonia*.
 Homeward—18th March—*Alesia, Alcinous*. 30th March—*Macduff*. 9th April—*Roan*. 13th April—*Sootra*.
 Arrivals at Home—16th March—*Ambria, Himera, Prinsesse Marie*. 18th March—*Lowther Castle, Syria, Marie Valerie*. 22nd March—*Yarra, Nestor*. 25th March—*Gera, Nubia*. 30th March—*Glenloch, Wurzburg, Denbighshire*. 6th March—*Toidor, Kintuck, Seydlitz*. 13th April—*Palermo, Australian, Palermo*. 13th April—*C. Ferd, Lucie, Keemun*. 16th April—*Radnorshire*. 23th April—*Moyune, Oanfa*.

Post Office.

A Mail will close for:—
 Canton—Per *Fatsan*, 24th April, 9 A.M.
 Kongmoon, Kuchuk and Samsui—Per *Tungkong*, 24th April, 9 A.M.
 Namtao—Per *Taichun*, 24th April, 9 A.M.
 Sanbue—Per *Hoi Fu*, 24th April, 9 A.M.
 Macao—Per *Wingchei*, 24th April, 9 A.M.
 Amoy—Per *Giang Bee*, 24th April, 9 A.M.
 Bangkok—Per *Pranta*, 24th April, 9 A.M.
 Hoilow, Singapore and Bangkok—Per *Pul-lai*, 25th April, 9 A.M.
 Macao—Per *Heungshan*, 25th April, 1.15 P.M.
 Shanghai—Per *Chenan*, 25th April, 3 P.M.
 Moji—Per *Boyle*, 25th April, 3 P.M.
 Shanghai—Per *Shanhsing*, 25th April, 3 P.M.
 Namtao—Per *Taichun*, 25th April, 5 P.M.
 Sanbue—Per *Hoi Fu*, 25th April, 5 P.M.
 Macao—Per *Wingchei*, 25th April, 5 P.M.
 Singapore, Penang and Calcutta—Per *Lailang*, 26th April, 2 P.M.
 Manila—Per *Kuansan*, 26th April, 3 P.M.
 Shanghai—Per *Whampoa*, 26th April, 3 P.M.
 Shanghai—Per *Strassburg*, 26th April, 5 P.M.
 Amoy, Straits and Rangoon—Per *Purner*, 27th April, 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 27th April, 10.45 A.M.
 Europe, &c., India, via Tuticorin—Per *Prins Heinrich*, 27th April, 11 A.M.
 Manila—Per *Sungking*, 27th April, 3 P.M.
 Cebu and Hoilo—Per *Wuchang*, 28th April, 3 P.M.
 Manila—Per *Rubi*, 30th April, 9 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, 30th April, 11 A.M.
 Europe, &c., India, via Tuticorin—Per *Annan*, 3rd May, 11 A.M.
 Manila—Per *Zafra*, 7th May, 9 A.M.
 Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Tsinau*, 9th May, 3 P.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, 11th May, 11 A.M.

TO-MORROW.

St. John's Cathedral, Hongkong.
 The following will be the order of service to-morrow:—
 Holy Communion 7.30 a.m., Matins 11 a.m., Responses: Tallis, Venie: Novello, Psalms: Camidge, Kinkade and Travers, Te Deum: Steggall in A., Benedictus: Troutbeck in G., Anthem: "O how amiable are Thy dwellings"—Barney, Hymn: 232 and 301.
 Evensong 5.45 p.m., Responses: Tallis, Psalms: Fitzherbert, Nares, Rimbault and Hindle, Magnificat: Smart in A., Nunc Dimittis: Medley in G., Hymns: 410, 176 and 430, Vesper Hymn: "Ward No. 7, Volunteers: Offer voice—Barnett, "Chanson Trisie"—Tschalkowsky.

St. Peter's Seamen's Church.
 Queen's Road West.
 Holy Communion 7.45 p.m.
 Matins 11 a.m., Venie, Smart; Te Deum, Gregory; Benedictus, Smart; Hymns, 91, 485, 593 and 294.
 Evensong 6.30 p.m., Magnificat, Tudor; Nunc, Jones; Hymns, 105, 491, 254 and 592.
 The Church launch day, April will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.): returning afterwards. The Answering Pennant is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided. Sunday school to 10.45 a.m.

	April 22 at 10 a.m.	April 22 at 4 p.m.
Barometer	30.02	29.91
Temperature	70	71
Humidity	87	83
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

	Bar.	Th.	Hu.	Wind	Wr.
Vladivostok	7 a.m.	—	—	—	—
Vemuro	6 a.m.	30.12	—	S	2
Hakodate	—	30.14	—	—	—
Tokio	—	30.17	—	NW	4
Kochi	—	30.23	—	E	2
Nagasaki	—	30.15	—	NE	4
Kagoshima	—	30.15	—	—	—
Oshima	—	30.12	—	S	2
Naha	—	30.09	—	—	—
Ishigakijima	—	3.01	—	SE	6
Taichu	5 a.m.	29.96	—	E	6
Tainan	—	—	—	—	—
Koshun	—	—	—	—	—
Pescadores	—	—	—	—	—
Weihaiwei	9 a.m.	30.00	55	SE	5
Guttlaff	—	30.04	59	SSW	5
Sharp Peak	—	30.05	63	75	—
Amoy	6.30 a.m.	30.08	66	84	NNE
Swatow	9 a.m.	—	—	—	—
Canton	10 a.m.	30.02	70	87	ENE
Hongkong	10 a.m.	30.02	70	87	ENE
Victoria Peak	—	—	—	—	—
Gap Rock	—	39.99	—	—	ENE
Macao	—	29.99	72	—	E
Haiphong	—	—	—	—	—
Manila	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	NE
Hoilo	—	29.89	84	—	ENE
Cebu	—	29.89	84	—	—
C. St. James	10 a.m.	—	—	—	—

Hongkong & Whampoa Dock Returns.

H.I.G.M.S. Moewe...
 Vasco de Gama...
 Apenrade...
 Adamastor...
 Tweeddale...
 Kinhan...
 Hailan...
 Seward...

VISITORS AT THE HOTELS.

HONGKONG.
 Akuzawa, N.
 Allen, Gen. H. S.
 Anderson, Mr.
 Black, Mr. and Mrs.
 Boggan, Mr. and Mrs.
 Bonner, E. A.
 Bothwell, Mrs. R. W.
 Brown, W. S.
 Clark, Geo. J.
 Clerk, W. G.
 Clem, Col. and Mrs. J. L.
 Colson, F. T.
 Davies, Mr. J. T.
 Deacon, F. B.
 Dean, G.
 Derbyshire, J. H.
 Douglas, Capt. & Mrs. J.
 Downing, J. C.
 Ehrlich, A.
 Ellis, Mr. and Mrs. A.
 Fisher, H. G.
 Glover, C.
 Grant, A. W.
 Grant, L. C.
 Gras, Mr.
 Hall, Capt. T.
 Hamblin, J. H.
 Hamersley, B. F.
 Hanford, H. B.
 Hart, R. G.
 Haughton, W. B.
 Hayton, J. T.
 Hooper, Mr. and Mrs.
 Jolly, Rev. F.
 Joseph, Mr. and Mrs.
 Katsch, E. A.
 Kerr, Mr. and Mrs. J. B.
 Kirkwood, Miss
 Lamont, W. A.
 Leggatt, E. A.
 Lewis, A. R.
 Lewis, J. H.
 Macgowan, R. J.
 Mackie, C. Gordon
 Marriott, Dr. O.
 Mast, Sidney
 Mast, Mr. and Mrs. E. O.
 McElroy, Miss
 Meikle, Mr. & Mrs. E.
 Miller, P. L.
 Murphy, Mr. and Mrs. E. O.
 Newton, A. G.
 North, C. J.
 Osborn, Mrs. F.
 Paitie, Mr. & Mrs. J. A.
 Pike, R. N., Lt. & Mrs. G.
 Potter, A. G.
 Potts, W. I.
 Sayle, R. T. D.
 Schueyler, W. S.
 Simmers, Mr. and Mrs. Skott, C.
 Somerville, Geo.
 Somerville, Mrs. A.
 Stanley, H. I.
 Stuart, Mrs. Leslie C.
 Sullivan, Miss
 Thomas, C. B.
 Timmel, W. D.
 Vernon, Mr. and Mrs. J.
 Whitton, Mrs. A. M.
 Wolff, Philip
 Woolmer, Mr. & Mrs. Wright, Mr. and Mrs. C. G.

CONNAUGHT.

McKillingins, H. G.
 Menashih, R.
 Moir, Geo. A.
 Moss, Thos.
 Newborn, R. H.
 Olegario, G.
 Pilavate, Mr.
 Rees, L. C.
 Rheingold, F.
 Roberts, A. G.
 Roberts, Miss
 Robertson, W. R.
 Rutherford, N. H.
 Swaby, Thomas C.
 Tillingham, M. S. P.
 Williams, W. H.

KING EDWARD.

Ough, A. H.
 Palmer, Thos.
 Palmer, Mrs.
 Raiton, W. A.
 Rose, Mr. & Mrs. T. J.
 Shepherd, Bruce
 Stephens, Mr. & Mrs. M. J. D.
 Talati, Mr. and Mrs. M. P.
 Walker, A. T.
 Vaughan, H. S.

PEAK.

Low, D. R.
 Martin, R.
 McDermott, A. P. B.
 Moxon, Mr. and Mrs. Herbert
 Perry, F.
 Pollock, H. E.
 Post, N.
 Pratt, Major and Mrs. Reid, T. H.
 Rice, P. J.
 Sawyer, Mrs. W. E.
 Sinclair, A.
 Skelton, Mr.
 Skelton, Mrs.
 Smith, A. Findlay
 Smith, C. W.
 Spalckhaver, W. O. C.
 Stevenson, D.
 Stokes, Mr.
 Sutherland, Mr. and Mrs. J. and child
 Uffel, W. von
 Watkins, R. E., Capt. and Mrs.
 Watson, Mr. and Mrs. Wenborn, S. T.
 White, Dr. and Mrs. M. J.
 Yates, Mr. & Mrs. C. C.

THOMAS.

Adanis, F. R.
 Bakken, J. O.
 Berran, C. F.
 Bish, Wm. N.
 Canesnan, N. W.
 Coyle, J.
 Crego, Mr.
 Dunlat, A. E.
 Eastman, M. G.
 Eskine, E. P.
 Forman, J. G.
 Hough, Dr.
 Jensen, Mr.
 Kernan, L. E.
 Key, G. W.
 Lehman, E.

CRAIGIRBURN.

Cowden, Mrs. & Miss Smith, Mr. and Mrs. Grant
 Crofton, R. H.
 Craig, W. E.
 Dand, G. H.
 Gaskell, Mr. and Mrs. and child
 Lauder, P.
 Menocal, D. A.
 Ross, W. W.

KOWLOON.

Baker, Col.
 Daniel, W.
 Dye, H. S.
 Gomes, Mr. and Mrs. J. B.
 Iremonger, Lieut.-Col. Yokura, K. and Mrs.
 Jewell, F. F.
 Lorry, Dr. and Mrs. and children
 Mitchell, Mr.
 Murchie, Mr.
 Yokura, K.

ACCIDENT IN AN ENGLISH COAL PIT.

While working in a Hanley coal pit some years ago John Henshall lost an eye from a spark at the pick-end. The injury set up inflammation, which compelled the doctors to remove the eye. Finding his occupation as a miner gone, he has since worked as a gardener and at odd work. He is a most respectable and intelligent man, the victim of repeated misfortunes.



Mr. John Henshall.

Victim of an accident at Hanley.

"I am getting on in years," he said—"nearly sixty-eight—and since I lost my eye I have done no work in the pits. That is, however, not the only trouble I have had. For two years I was laid up with an attack of liver complaint, which caused acute indigestion. I also suffered from nervous debility. I had agonising pains in the head, and was subject to feelings of giddiness. I was hardly able to eat, and got into a very weak, low, and depressed state of health. Indeed, I used to feel at times like a man out of his mind, and but for Dr. Williams' pink pills I don't know what would have become of me."

"To see if I could get any benefit," said Mr. Henshall, continuing his story, "I went to Rhyl, and spent three weeks at one of the convalescent homes there. But I got no better; in fact, while I was at Rhyl I thought my end was approaching, and feeling that I should rather die at home, I came back to Staffordshire. I still suffered on my return, and for a time I became an out-patient at the North Staffordshire Infirmary. It was Dr. Williams' pink pills for pale people that eventually cured me."

"How came you to take them?"

"Why, my son came from the North of England to visit me, and to see if the change would do me any good I went back with him to his home. My son was at that time taking Dr. Williams' pink pills for pale people, and he gave me some to try. I took the greater part of a bottle and in a fortnight they made a new man of me. I was able to go to work."

"And how is your health to-day?" was the next question.

"Oh, I am much better," replied Mr. Henshall, "I have a better appetite, my nerves are stronger, and I seem to have more vigour in me. Considering my age, I am feeling very fit indeed."

Mr. Henshall, asked if he had any objection to his story being published, said: "I have only told you what is true, and there can be no objection to that being published."

The experience of Mr. Henshall is that of many who have suffered from diseases arising from poor blood and shattered nerves—anaemia, bile, consumption, eczema, headache, indigestion, kidney diseases, rheumatism, scrofula. Dr. Williams' pink pills have cured these and other diseases in countless cases. Women especially help in those characteristic troubles which they do not talk about. The pills are not a cure-all. They cure by action on the blood and on the nerves, curing fits, paralysis, locomotor ataxy, St. Vitus' dance, neuralgia. Only the genuine pills, bearing Dr. Williams' name, cure. Substitutes never cure. Genuine pills post free from Williams' Medicine Company, Holborn-viaduct, London, for two shillings and ninepence; but can be had at all medicine shops if you take care to get the right ones, which did so much good to this victim of Accident and Misfortune.

Intimation.

THE HONGKONG TELEGRAPH.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904,
at 1 P.M., the Company's Steamship
"ANNAM," Captain R. Girard, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of Call,
WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with
the Australian Line S.S. *Nera* bound for
MARSEILLES and BOMBAY and ADEN.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 2nd May, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 20th April, 1904. [9]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Marmora*.
From Australia, ex S.S. *Oceania*.
From Calcutta, ex S.S. *Nubia*.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M., TO-DAY.

Goods not cleared by the 28th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd April, 1904. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, &c., ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.

Goods not cleared by the 28th instant at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
dows for examination by the Consignees and
the Company's representative at an appointed
hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd April, 1904. [4]

HAMBURG-AMERIKA LINIE.

FROM NEW YORK.

S.S. "ARADIA"

CONSIGNEES are hereby informed that
the Cargo ex the above steamer has
arrived here by

S.S. "HYSON"

For delivery, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th April, 1904. [53]

Intimations.

WANTED.

SITUATION by BOOKKEEPER, young
European. Salary required \$200.
Please apply to

K. L.,

C/o Hongkong Telegraph.

Hongkong, 20th April, 1904. [532]

For Sale.

FOR SALE.

SECOND-HAND MARINE BOILER,
Diameter 10 ft., Length 10 ft.,
immediate delivery.

Apply—

G. FENWICK & CO., LTD.,

13, Praya East.

Hongkong, 12th April, 1904. [499]

Consignees.

S.S. "POLYNESIAN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
ex S.S. *Douro* and *Sidon*, from Havre,
ex S.S. *Sidon*, from Bordeaux, ex S.S. *Ville
de Constantine* and *Ville de Rochefort*,
in connection with above steamer, are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables are being
landed and stored at their risks into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, the 18th instant, re-
questing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
before MONDAY, the 25th instant, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or be-
fore MONDAY, the 25th instant, or they will
not be recognised.

All damaged packages will be examined on
MONDAY, the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 18th April, 1904. [9]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MANILA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.

Goods not cleared by the 24th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.

Goods not cleared by the 24th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd April, 1904. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BANCA"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, &c., ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.

Goods not cleared by the 28th instant at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
dows for examination by the Consignees and
the Company's representative at an appointed
hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd April, 1904. [4]

HAMBURG-AMERIKA LINIE.

FROM NEW YORK.

S.S. "ARADIA"

CONSIGNEES are hereby informed that
the Cargo ex the above steamer has
arrived here by

S.S. "HYSON"

For delivery, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 20th April, 1904. [53]

Intimations.

WANTED.

SITUATION by BOOKKEEPER, young
European. Salary required \$200.
Please apply to

K. L.,

C/o Hongkong Telegraph.

Hongkong, 20th April, 1904. [532]

For Sale.

FOR SALE.

SECOND-HAND MARINE BOILER,
Diameter 10 ft., Length 10 ft.,
immediate delivery.

Apply—

G. FENWICK & CO., LTD.,

13, Praya East.

Hongkong, 12th April, 1904. [499]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £110/- and bonus of 10/- @ exchange 1/8/- = \$22,004 for half-year ending 31.12.1903	6 1/2 %	\$6 1/2 sales
National Bank of China, Limited	4,453,750	£10	£8	\$6,500,000	\$21,668	£2 (London 3/6) for 1903	5 1/2 %	London 2/64 \$36 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	6 1/2 %	\$520 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,992,000	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$59 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 6 1/2 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	Tls. 31,850	\$38,284	\$12 for 1902	10 %	123 ex div.
Canton Insurance Office, Limited	10,000	\$250	\$50	\$700,000	\$110,551	\$15 for 1902	8 %	\$185 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$290 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000	\$349,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$8 1/2
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	29 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$100,000	£5,380	10/- for 1902	6 %	\$96 sellers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$2 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$15,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$7,185	\$337	\$1.20 for year ending 30.4.03	3 1/2 %	\$32 buyers
Straits Steamship Company, Limited	10,000	\$10	\$5	\$7,730	...	\$8 for second half year 1902	11 %	\$20 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$35,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	5 %	\$2 1/2 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 47 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901	...	\$128 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 50 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,766	Interim of Fcs. 30 for 1903	...	\$500
Ramb Australian Gold Mining Company, Limited	150,000	£1	18/10	£1,873	Dr. £7,236	No. 12 of 1/-	...	\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 5 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$208 buyers
S. C. Farrham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 1/2 %	Tls. 145 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,850,000	...	\$6 for first half year 1903	4 1/2 %	\$50 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	...	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$12 1/2 buyers
Do. Preference	2,750	\$100	\$100	\$10,000	...	\$7 dividend	...	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$10,000	...	\$10 for first half year 1902	...	\$205 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$20,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	5 %	\$100 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 50,013	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 15 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	\$100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	10 %	Tls. 180
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$4,548	\$2 1/2 for 1902	6 1/2 %	\$37 1/2 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	8 %	\$148 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 108 sales
Tientsin Land Investment Company, Limited	5,250	Tls. 100	Tls. 50	Tls. 54,626	Tls. 335	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	\$636	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	Tls. 25	Tls. 25	none	Tls. 5,150	\$2.60 for 1903	7 1/2 %	\$35
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	\$1,362	None	...	Tls. 10